Daily Diary Report by Bid Item

Contract No.: **04-0120F4**
Diary #: **887** **Const Calendar Day:** 421 **Date:** **30-Jul-2013** **Tuesday**
Inspector Name: **Bruce, Matt** **Title:** **Transportation Engineer**
Inspection Type: Continuous
Shift Hours: 07:00 am 05:30 pm **Break:** 00:30 **Over Time:** 02:00
Federal ID:
Location:
Reviewer: **Wilcox, Jason** **Approved Date:** **Status:** Submit

04-0120F4
04-SF-80-13.2/13.9
Self-Anchored
Suspension Bridge

Weather

Temperature **7 AM** 50 - 60 **12 PM** 60 - 70 **4PM** 60 - 70
Precipitation 0.00" **Condition** Partly cloudy

Working Day ☐ If no, explain:

Diary: Dispute ☐

Work description.

- Measured the traffic envelope at panel point 98 where the cable band on both sides is in the traveled way. Cable bands 96 and 100 were also measured to define the cable geometry in this region and to pinpoint cable band 98 as the only point of encroachment. Used the total station (reflectorless feature) with an arbitrary coordinate system. A plumb bob was used at panel point 98 only as a check to the measurements taken with the total station, see photos below for more details. Processed and analyzed the surveying data of the total station points. Compiled and summarized the data to simplify the information being presented. Finally sent an email to pertinent Caltrans personnel (Bill Casey and Ade) with the results that basically show the cable bands at panel point within the traffic envelope.

- Shot the W-Line sign structure near crossbeam 18 for the sign pole plumbness and the sign being level. Used the total station to take reflectorless shots of the 4 corners of the sign defining the cross slope. The marks placed the other day using the manlift per the assistance of Bleyco electricians was used to check for plumb in the transverse and longitudinal direction of the bridge. The sign was measured close to level, however the pole vector out of plumb was 61mm in the Northeast direction.

It should be noted that I spent most of the morning surveying the two items above. The rest of the afternoon was spent checking the duct placement for the post-tensioning of the S2 Shear Key retrofit.

- See Pamela Gagnier's diary for the S1/S2 Shear Key modification work today as she is tracking the labor, equipment, and work progress of Conco and Harris Salinas personnel. Brian Wolcott is responsible for ABFJV personnel at Pier 7.

CCO-327 **Bid Item:** **001** **0-FIS-ELS.327** **Pier E2 Falsework/Install Saddle**
AMERICAN BRIDGE/FLUOR, A JV

Labor

Trade	Class	Name	RT Hrs	OT Hrs	DT Hrs	Total	Remarks	Dispute
Contractor:	AMERICAN BRIDGE/FLUOR, A JV							
Operator	JNM	RICHARD TAYLOR	4.00	0.00	0.00	4.00		☐
Ironworker	APP	JAMES MIRANDA	8.00	2.00	0.00	10.00		☐
Ironworker	JNM	RENE ESQUIVEL	8.00	2.00	0.00	10.00		☐
Ironworker	FOR	JAMES BENNINGHOVE	8.00	2.00	0.00	10.00		☐

Diary: Dispute

Work description. **001** 0-FIS-ELS.327 ☐

- Assisted Harris Salinas and SDI with hoisting reinforcement and ducts up to the work area for the S1/S2

Daily Diary Report by Bid Item

Job Name: 04-0120F4 **Inspector Name** Bruce, Matt **Diary #:** 887 **Date:** 30-Jul-2013 Tuesday

Shear Key retrofit. Spent most of the day removing a cross brace of the east side E-Line temporary truss with the temporary gantry beam on the traveler rails, see photo below for more details.

CCO-330 **Bid Item:** **001** **0-PTS-ELS.330** **Pier E2 Post Tensioning**

SCHWAGER DAVIS INC.

Labor

Trade	Class	Name	RT Hrs	OT Hrs	DT Hrs	Total	Remarks	Dispute
Contractor:	SCHWAGER DAVIS INC.							
Ironworker	JNM	Ron Bergen	8.00	2.00	0.00	10.00		☐

Diary: Dispute

Work description. **001** 0-PTS-ELS.330 ☐

- Assisted Harris Salinas ironworkers with installation of all 6 South Bottom transverse tendon ducts, shrink wrap, and spiral reinforcement.

Attachment

Sign structure along the W-Line near crossbeam 18 which was surveyed today for level and plumbness.

Formwork being installed for the west side of the S1 Shear Key retrofit soffit beam concrete placement.

Plumb bob string attached to the side of the cable band shield at EPP98 looking down which denotes encroachment into traffic given the elevation.

ABF ironworkers removing a crossbrace on the E-Line temporary truss to enable S2 Shear Key saddle installation with the temp. gantry beam.